

EXTENSIONS OF REMARKS

REGULATORY TRANSITION ACT OF 1995

SPEECH OF

HON. JAY KIM

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, February 23, 1995

The House in Committee of the Whole House on the State of the Union had under consideration the bill (H.R. 450), to ensure economy and efficiency of Federal Government operations by establishing a moratorium on regulatory rulemaking actions, and for other purposes:

Mr. KIM. Mr. Chairman, the Federal bureaucracy is out of control issuing burdensome regulation after regulation.

Currently, over 110 executive branch agencies issue regulations, including approximately 22 independent regulatory boards and commissions. Additionally, some 250,000 Federal employees do nothing but issue and process regulations.

Since November 20, more than 500 additional regulations have been added to the Federal Register. Therefore, it should come as no surprise that last year's Register was the longest it has been since the Carter administration—67,000 pages long in 1994. We must stop these ever-mounting regulations.

Many of these directives from Washington are unnecessary and have become tremendous burdens on American businesses. National Performance Review studies have found that these regulations could cost as much as \$540 billion each year—not to mention all the paperwork.

The Office of Management and Budget estimated that in 1991, the American people spent more than 6.5 billion hours filling out forms. According to the Small Business Administration, small businesses alone spend at least 1 billion hours each year filling out Federal forms at an annual cost of \$100 billion.

Many regulations are contradictory and—in many cases—jeopardize the economic prosperity and personal safety of the public.

For example, in my own district in California, I witnessed the bureaucratic, regulatory struggle between the Federal Aviation Administration and the Fish and Wildlife Service over which agency's regulations were to take precedence at Ontario International Airport.

The FAA's regulations required the constant control of vegetation around the airport. This control is needed to keep birds away from the runways—because birds could be sucked into the engines of the aircraft flying people in and out of the airport and could cause an airplane to crash. This is clearly a safety issue and this regulation makes sense.

But, there was a certain fly—that's right, an insect—called the flower-loving fly, which the Fish and Wildlife Service considered endangered and that was supposedly occupying the vegetation around the runway.

Citing their regulations, the bureaucrats at the Fish and Wildlife Service prohibited the destruction of this alleged habitat. For nearly a

year, approval of the environmental impact report was stalled. This approval was needed to expand the airport. The bureaucrats were so academic and dedicated to their own particular regulations, that they became completely illogical. The long arm of intrusive Government mandates and regulations even extends to the pavement on which we all walk and drive.

Here's how: The Federal Government now requires States to use old rubber tires in the asphalt of new roads. The idea behind this directive has merit—in theory. Rather than have local landfills overflow with old tires, they would be recycled into paving asphalt.

However, the Federal Government turned a simple idea into an impossible requirement. Because of the excessive regulations and legal mandates associated with this directive, hundreds of millions of dollars in needed highway funds are at risk of being lost each year. If a State does not comply with every little regulation and fill out every little form, the Federal Government can withhold its highway funding, stopping the construction of a road even as the ground is being graded or asphalt being laid.

So, States do whatever it takes—despite high costs and risks—to meet these Federal regulations, despite the fact that the use of old tires—called crumb rubber—does not really work.

First, most States do not have the proper equipment to mix old tires into asphalt, nor do their road crews have the proper training in working with this material.

Second, it is terribly expensive. It can cost three times as much as ordinary asphalt. To comply with all the laws and regulations regarding the use of crumb rubber, most States would have to buy millions of dollars' worth of new equipment. That means tax dollars go into new, specialized machines—not roads. Further complicating the matter is that most States do not have a reliable supply of used tires. A distribution network of old tires does not exist.

Finally, some States are concerned about the health risks associated with the use of crumb rubber. Melting tires in old equipment creates toxic fumes putting the health of road crews and the environment at large at risk.

It's time to say, "stop" to this nonsense. It's time to reevaluate and reform the way new mandates and regulations are issued.

That's exactly what Congress has done this week in passing the Regulatory Transition Act. I am proud to have voted for this measure and I am encouraged that it passed the House. This bill will make sure that any new regulations are: First, necessary; second, logical—that means they make sense to average people; third, cost effective; and fourth, do not contradict other laws and regulations already in effect.

This is only one of a series of responsible Contract With America reforms I supported and Congress has passed. Others include:

The Unfunded Mandate Reform Act—H.R. 5.

The Risk Assessment and Cost-Benefit Act—H.R. 1022.

The Regulatory Reform and Relief Act—H.R. 926.

Private Property Protection Act—H.R. 925.

Combined together, these reforms may finally give the American people the relief they need from excessive Government regulations and Federal micromanagement of their lives. And, contrary to the claims of special interests and the bureaucracy, these commonsense measures will not threaten anyone's security, health, or safety. Each of these bills provide exceptions for security, health, safety, and other important concerns. These measures help redefine the role of Government as that of providing responsible service and protection, not needless regulations and costly burdens.

TRIBUTE TO CAROLYN NOOR

HON. ANNA G. ESHOO

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Friday, March 3, 1995

Ms. ESHOO. Mr. Speaker, I rise today to honor Carolyn Noor and her upcoming induction into the San Mateo County Women's Hall of Fame as a Young Woman of Excellence.

As a senior at Aragon High School in San Mateo, CA, Carolyn Noor serves as a role model not only for her peers but also for our entire community. She tutors grade school students, volunteers as a counselor for an outdoor education program, coordinates the creation of a multicultural mural at her school, and works for the Youth for Understanding and YMCA world camp programs. In addition, she serves on the city of San Mateo Citizens Review Committee and has cochaired a local community center's Thanksgiving food drive. Ms. Noor has received numerous academic awards including recognition as an outstanding student in both English and social studies.

Mr. Speaker, Carolyn Noor is an outstanding citizen, and I commend her for her remarkable commitment and contributions to our community. I ask my colleagues to join me in saluting her as she is being inducted into the San Mateo County Women's Hall of Fame as a Young Woman of Excellence.

IN HONOR OF REV. VICTOR KENNEDY, CHAPLAIN OF THE 1995 ST. PATRICK'S DAY DINNER AND PARADE

HON. ROBERT MENENDEZ

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Friday, March 3, 1995

Mr. MENENDEZ. Mr. Speaker, I rise today to pay tribute to Rev. Victor Kennedy, chaplain of the 1995 St. Patrick's Day Dinner and Parade. Reverend Kennedy is among the many

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